

Recommendations

The YRP Committee looked back to the past to plan for the future. Many of the recommendations on the following pages are inspired by the original plan developed at the turn of the century and by the civic spirit required to implement it. The YRP Committee's hope is that this plan will set the tone for the next several decades and create another legacy for the citizens of Madison to enjoy for years to come.

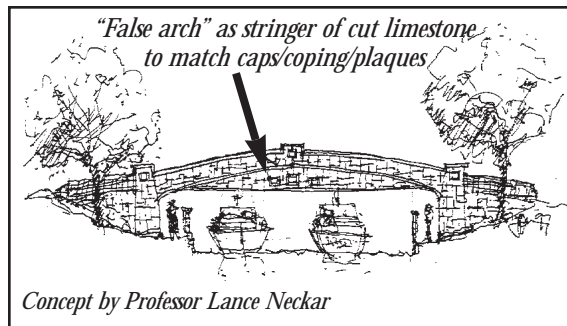
Each action has a time frame, either immediate (1-3 years), short term (4-6 years), long term (6 years or more), or ongoing. Some actions may be shown as having a specified time frame and then become ongoing activities or programs. The time frames assigned in the charts on pages 73-77 are tentative and may require adjustment after action by the Common Council.



1. East Johnson and East Washington Bike/Pedestrian Underpasses. The potential benefits of the YRP Committee’s proposed improvements to the Yahara River Parkway critically depend upon safe crossing measures at the two primary arterial streets on the east side of the isthmus: East Johnson Street and East Washington Avenue. Daily vehicular traffic volumes where these streets intersect the Yahara River are among the highest in the City of Madison. According to 1995 average daily traffic counts, the Yahara River is crossed by approximately 32,000 vehicles per day on East Johnson Street and 50,000 vehicles per day on East Washington Avenue. The YRP Committee recommends bike/pedestrian underpasses at these streets – including a recommended west riverside underpass for the proposed bike/pedestrian route and an east riverside underpass for the proposed foot trail – as well as improved at-grade crossing measures. The underpass is a key component to linking the three neighborhoods together and providing the continuous path system the Parkway was originally designed for at the turn of the century.

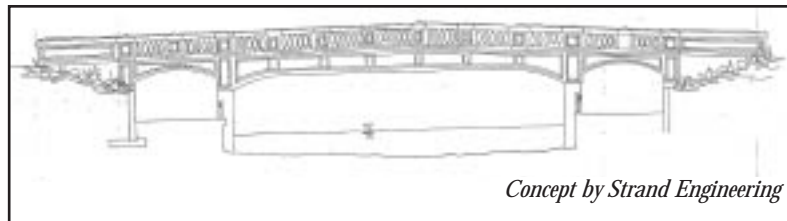
East Washington Bike/Pedestrian Underpasses. The YRP Committee recommends a west riverside ADA accessible bike/pedestrian underpass and an east riverside pedestrian underpass at the Yahara River Parkway’s intersection with East Washington Avenue.

Recommendation	Implementation	Phase Priority
<p>A. West Riverside Bike/Pedestrian and East Riverside Pedestrian Underpass. Explore the feasibility of a bike/pedestrian underpass on the west side and pedestrian underpass on the east side of the Yahara River under East Washington Avenue. In the process of creating the underpass, the recommendation is that the bridge design be historically compatible and the underpass be open to view the river to enhance safety, comfort, and aesthetics.</p>	<p>Engineering Traffic Engineering Design input: Planning</p>	<p>See letter from Strand Engineering in the Appendix</p> <p>1st Phase: Part of the East Washington Avenue Street Reconstruction project in 2000. The reconstruction will necessitate an improvement of the sight line over the river making the underpass feasible.</p>

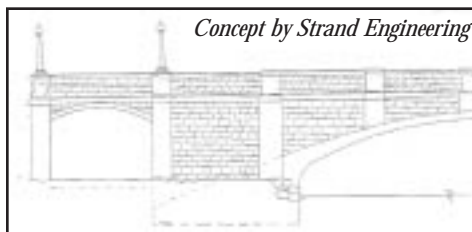


Steensland Bridge – Yahara River Parkway

- Replicate limestone/ashlar cladding with trim and cut stone – caps and square “plaques”
- Keep appearance of short span across river



East Washington Avenue bridge with underpasses on both sides



West side of East Johnson Street Underpass

East Johnson Bike/Pedestrian Underpasses. The YRP Committee recommends a west riverside ADA accessible bike/pedestrian underpass and an east riverside pedestrian underpass at the Yahara River Parkway's intersection with East Johnson Street.

Recommendation	Implementation	Phase Priority
<p>B. West Riverside Bike/Pedestrian and East Riverside Pedestrian Underpass. Explore the feasibility of a bike/pedestrian underpass on the west side and pedestrian underpass on the east side of the Yahara River under East Johnson Street. The recommendation is that the historical bridge be saved or replicated. With a narrow right-of-way and budget constraints, a single underpass may be considered, with a priority on the west side of the river.</p>	<p>Engineering Traffic Engineering Design input: Planning</p>	<p>See letter from Strand Engineering in the Appendix</p> <p>1st Phase: A part of the Thornton Avenue reconfiguration in Tenney Park, this tunnel or underpass may be considered. The YRP Committee strongly recommends that this underpass occur soon because of the safety issues involved with sight lines for the road over the bridge.</p>

East Johnson Street and East Washington Avenue need to have the option for a safe, at-grade crossing for those people who do not want to use the underpass, particularly during night time hours.

Recommendation	Implementation	Phase Priority
<p>C. Improved At-Grade Crossing Measures. In addition to underpasses, explore the feasibility of improved at-grade crossing measures at the Parkway's intersections with both East Johnson Street and East Washington Avenue.</p>	<p>Engineering Traffic Engineering</p>	<p>East Washington Avenue – 1st phase</p> <p>East Johnson Street – 1st phase (see sketch for Johnson Street Pedestrian Crossing on page 30).</p>

2. West Riverside Bike/Pedestrian Route. One of the central recommendations of the YRP Committee is to create a continuous ADA accessible bike/pedestrian route on the west side of the Yahara River extending from Lake Monona to Lake Mendota. The proposed bike/pedestrian route would be in two parts: a separated bike/pedestrian path from Sherman Avenue to Williamson Street; and a marked in-street bike lane between Williamson and Rutledge to complete lake-to-lake access. This route would 1) meet the need for a safe, formal cross-Isthmus transportation option for pedestrians and bicyclists; 2) provide connections to existing bike/pedestrian routes; and 3) provide multiple access points to the Yahara River Parkway and its scenic and recreational assets. East Johnson Street and East Washington Avenue Bike/Pedestrian Underpasses are the key elements in creating a continuous path system.

A safe west riverside bike/pedestrian route is not feasible without safe crossing measures at East Johnson Street and East Washington Avenue, including underpasses and improved at-grade crossings. See specific recommendations on pages 30 and 31. *Connections to Existing Bike/Pedestrian Routes.* The proposed Yahara Parkway bike/pedestrian path should provide safe and well-marked connections to existing bike routes, including the Mifflin Street bike path, the Isthmus bike path, unmarked recreational route along Lake Monona, and the Sherman Avenue bike path.

The very feature of this plan is providing continued access for all citizens along the Yahara Park in keeping with the spirit of the original plan of 1906. (The Concept Map, pages 54-57, illustrates the location of the bike/pedestrian path.)

Recommendation	Implementation	Phase Priority
<p>A. Size, location, and type of path. Provide a continuous 10-12' paved separate (off road) bicycle/pedestrian path starting at Williamson Street and ending at the Tenney Park parking lot entrance. From Tenney Park parking lot to Sherman Avenue, have a designated bike route on Thornton Avenue. From Williamson Street to Yahara Park, have an undesignated recreational bike path on Riverside Drive or Thornton Avenue with an in-park foot trail for pedestrians in Yahara Parkway/Tenney Park.</p>	<p>Parks Division Transportation Engineering Planning</p>	<p>2nd Phase – The exact location of the path will be determined as a part of special plans and construction drawings for each phase and will usually be associated with a larger project.</p>



Looking southeast from East Washington Avenue down Thornton Avenue towards Williamson Street as it exists today. Thornton Avenue carries a relatively small amount of vehicles.



Illustration showing the removal of Thornton Avenue for additional park space and plenty of room for a proposed west side bike/pedestrian path – Main Street would stay as it exists now. The goal is to dedicate the land to carry bikes and pedestrians instead of vehicles.

Historic lighting. In order to provide the Yahara River Parkway with a unifying design feature, recognize the historical roots of the Yahara River Parkway Concept Plan, and provide night-time visibility, the YRP Committee recommends that the proposed west riverside bike/pedestrian route be lined with historic lighting fixtures similar to those on the Jenifer Street footbridge.

Recommendation	Implementation	Phase Priority
<p>B. Historic lighting. Identify and install historically appropriate lighting fixtures along the west riverside Yahara River Parkway bike/pedestrian route. Light fixtures should illuminate the ground and the source should be concealed.</p>	<p>Traffic Engineering Planning</p>	<p>1st phase constructed the portion of path between Dayton and Main Streets with reconstruction of East Washington bridge.</p> <p>2nd phase coincides with removal of Thornton Avenue (See Recommendation 8 on page 50).</p>

Mifflin Street Bike Route Extensions. To provide a safe and convenient connection between the proposed west riverside bike/pedestrian route and the existing Mifflin Street bike path, the YRP Committee recommends the extension of the Mifflin Street bike path northward from Dickinson Street across the Trachte property to an intersection with the proposed west riverside bike/pedestrian route. In addition, to provide continuous bike/pedestrian access to the east side of the Yahara River, the YRP Committee proposes the further extension of the Mifflin Street bike route across the existing railroad bridge through Burr Jones Field to the Mifflin Street/First Street intersection.

Recommendation	Implementation	Phase Priority
<p>C. Trachte Property Easement. Obtain an easement across the Trachte property when and if it is redeveloped, to enable extension of the Mifflin Street bike path from North Dickinson Street to the Yahara River Parkway or reclaim East Mifflin Street right-of-way from North Dickinson Street to the Parkway.</p>	<p>CED Unit Traffic Engineering Planning</p>	<p>3rd phase or as part of development plan for the Trachte parcel.</p>

Mifflin Street Bike Route Extensions (Continued)

Recommendation	Implementation	Phase Priority
<p>D. Bike Route Extensions. Construct an extension of the Mifflin Street bike route (with appropriate guidance signage) from North Dickinson Street to the proposed west riverside bike/ pedestrian route, continuing across the existing railroad bridge through Burr Jones Field to the Mifflin Street/First Street intersection.</p>	<p>Traffic Engineering Parks Division Planning</p>	<p>2nd phase</p>
<p>E. Bridge Lighting. Install lighting on the recently converted railroad bridge as soon as possible. Light fixtures should illuminate ground and the source should be concealed.</p>	<p>Traffic Engineering</p>	<p>2nd phase</p>

- 3. Thornton Avenue Alternatives.** The YRP Committee recommends closing or limiting access to sections of Thornton Avenue in order to provide more open space for the Yahara River Parkway, including space for the proposed west riverside bike/pedestrian route, while ensuring adequate vehicular access for abutting property owners.

Between Sherman Avenue and East Johnson Street. Retain Thornton Avenue as is between Sherman Avenue and the Tenney Park parking lot; construct a turn-around at this point, and eliminate Thornton Avenue between the turn-around and East Johnson Street.

Recommendation	Implementation	Phase Priority
<p>A. Traffic Study. Request that the City conduct a traffic study, during peak use of Tenney Park, to assess the effects of the recommended changes to Thornton Avenue between Sherman Avenue and East Johnson Street. Also reconstruct Thornton Avenue and explore the options for grass paver systems (see recommendations 8a and 8c).</p>	<p>Traffic Engineering Engineering</p>	<p>1st phase in the 1998 Engineering budget 3rd phase to reconstruct Thornton Avenue</p>

Between East Johnson Street and East Washington Avenue.

Recommendation	Implementation	Phase Priority
<p>B. Create two-way Thornton Avenue starting at East Dayton Street and ending at a cul-de-sac near East Johnson Street. Remove Thornton Avenue from East Dayton Street to East Washington Avenue and make necessary accommodations to abutting property owners.</p>	<p>Traffic Engineering Engineering</p>	<p>1st phase started with rebuilding of East Washington Avenue bridge as part of the East Washington Avenue road reconstruction project.</p>

Between East Washington Avenue and Williamson Street.

Recommendation	Implementation	Phase Priority
<p>C. Thornton Avenue Reconfiguration. Eliminate Thornton Avenue between East Washington Avenue and Williamson Street and make necessary accommodations to provide business access.</p>	<p>Traffic Engineering Engineering</p>	<p>1st phase started with rebuilding of East Washington Avenue bridge to remove Thornton Avenue to Main Street.</p> <p>2nd phase removes Thornton Avenue to Williamson Street.</p>



The gray areas locate parts of Thornton Avenue to be removed to create more park land, and the dark lines are potential streets to be added to aid neighborhood bike and vehicular circulation.

4. Burr Jones Field Area Redevelopment (East Johnson Street to East Washington Avenue). The YRP Committee recommends a comprehensive redevelopment plan for the Burr Jones Field area – encompassing river-adjacent parcels between East Johnson Street, East Washington Avenue, First Street, and river – in order to raise it to its potential as a social and recreational centerpiece of the Yahara River Parkway. Although Burr Jones Field occupies an ideal open space site in the center of the Isthmus along the Yahara River, its use is presently limited by inadequate and/or unsafe access for vehicles, bicycles, and pedestrians. Burr Jones Field also lacks screening from adjacent commercial/industrial properties, and its design as an athletic field makes minimal use of the Yahara River Parkway as an aesthetic and recreational amenity. Primary among the recommended redevelopment elements are acquisition of additional green space to East Johnson Street; improved access for pedestrians, vehicles, and bicycles; and the construction of a multi-purpose, water-based facility along the Yahara River to integrate Burr Jones Field and the greater Yahara River Parkway. The YRP Committee recommends developing a partnership with property owners and facility users in the Burr Jones area – including Madison Gas & Electric, University of Wisconsin Athletic Department, Fiore Shopping Center, and railroad owners – to identify redevelopment opportunities for Burr Jones Field and adjacent land parcels between East Johnson Street and East Washington Avenue.



Comprehensive Master Plan. The YRP Committee recommends the development of a master plan for the Burr Jones Field area, including Burr Jones Field and river-adjacent land parcels between East Washington Avenue, East Johnson Street, First Street, and the river.

Recommendation	Implementation	Phase Priority
<p>A. Burr Jones Area Redevelopment Plan. Request that the City create or fund the development of a master plan for Burr Jones Field and adjacent land parcels, including cost estimates and implementation strategies.</p>	<p>Parks Division Tenney-Lapham and Emerson East Neighborhood Assoc.</p> <p>City should form an ad hoc committee with participants listed above to oversee a master plan</p>	<p>1st phase (after underpass and MG&E parcel are resolved)</p>

East Johnson Street and East Washington Avenue Underpasses. While the YRP Committee recommends Burr Jones Area redevelopment planning and implementation as soon as feasible, the Committee also believes that the long-term success of a redeveloped Burr Jones Field area will require safe bike/pedestrian access to the area via the proposed east and west riverside bike/pedestrian underpasses at East Johnson Street and East Washington Avenue. See specific recommendations on pages 30 and 31.

Madison Gas and Electric (MG&E) Site. In order to expand the open space available for a redevelopment of Burr Jones field, the YRP Committee recommends City acquisition and enhancement of the MG&E site located between Burr Jones Field and East Johnson Street. The MG&E substation should be relocated to improve the park.

Recommendation	Implementation	Phase Priority
B. Site Acquisition. Request that the City explore the possibility of acquiring access to the site from MG&E for improvement of land for park use.	CED Unit MG&E	1st phase
C. Substation and Transmission Line Relocation. Request that MG&E relocate the electrical substation currently located on the site and request the Public Service Commission (PSC) to underground transmission lines.	Parks Division MG&E PSC	2nd phase

University of Wisconsin Boathouse. In order to provide more open space for a redevelopment of Burr Jones Field, the YRP Committee recommends that the UW Athletic Department consider relocating its boat storage from the existing boathouse to an accessible alternative location identified as part of the proposed Burr Jones Area Redevelopment Plan.

Recommendation	Implementation	Phase Priority
<p>D. UW Boat Storage Relocation. Request that the UW Athletic Department consider relocating its boat storage from the existing boathouse to an accessible alternative location to be determined as part of the proposed comprehensive Burr Jones Area Redevelopment Plan.</p>	<p>UW Athletic Department Parks Division</p>	<p>2nd phase</p>
<p>E. New Facility Design. Invite the participation of the UW Athletic Department and other Burr Jones Field users in the design and funding of a new boat storage site as part of the proposed multi-use, water-based park facility in Burr Jones Field. The YRP Committee favors locating this facility on the East Washington Avenue side of the railroad right-of-way, but does not preclude other locations that may be recommended as part of the proposed comprehensive Burr Jones Area Redevelopment Plan. Explore modifying the 1902 Frank Lloyd Wright Boathouse design for this location.</p>	<p>Parks Division Planning Engineering</p>	<p>2nd phase (See page 59 for a sketch of the original FLW Yahara River Boathouse design)</p>

Railroad Right-of-Way. To provide more open space for a redevelopment of Burr Jones Field, the YRP Committee recommends the reduction of the railroad right-of-way running through the western part of Burr Jones Field. Landscaping improvements could then significantly enhance the appearance of the railroad right-of-way in relation to the rest of a redeveloped Burr Jones Field area.

Recommendation	Implementation	Phase Priority
F. Railroad Right-of-Way Reduction. Request that the railroad company agree to a sale or easement to reduce its right-of-way from 100 feet to 40 or 50 feet in width.	CED Unit Parks Division Railroad Company	1st phase
G. Landscaping Improvements. Implement landscaping improvements to enhance the appearance of the railroad right-of-way in relation to a redeveloped Burr Jones Field.	Parks Division	1st phase – Part of a comprehensive plan for Burr Jones (See Recommendation 4A on page 37) 2nd phase – Implementation

Enhanced East Riverside Pedestrian Path. The YRP Committee recommends the enhancement of the Burr Jones segment of the east riverside foot trail with a hard surface trail, site amenities, and landscaping. Paving the Burr Jones section of the foot trail would make it more accessible and facilitate its connection to other bike/pedestrian paths and routes. The foot trail would remain low-impact and unpaved in all segments outside of Burr Jones Field.

Recommendation	Implementation	Phase Priority
H. Foot Trail Enhancements. Enhance the Burr Jones segment of the east riverside pedestrian foot trail by making a hard surface trail and adding site amenities such as lighting, benches, and trash receptacles.	Parks Division	2nd phase – See Recommendation 4A
I. Foot Trail Landscaping. Implement landscaping improvements along the foot trail as recommended in the proposed comprehensive Burr Jones Area Redevelopment Plan.	Parks Division	2nd phase – See Recommendation 4A

Multi-Purpose, Water-Based Park Facility. The YRP Committee recommends the design and development of a multi-purpose, water-based park facility along the Yahara River near the railroad right-of-way. The Committee favors locating this facility on the East Washington Avenue side of the railroad right-of-way, but does not preclude other locations that may be recommended as part of the proposed Burr Jones Area Redevelopment Plan. This facility could potentially include UW boat storage space, a park shelter, bathrooms, non-motorized boat rental and storage similar to Wingra Boat House, concessions, transient boat mooring docks, pontoon storage and mooring, water access for pedestrians including persons with disabilities, and connections to the proposed east riverside footpath.

Recommendation	Implementation	Phase Priority
J. Site/Facility Plan Request-for-Proposal. Request that the City request design plans for the proposed multi-purpose, water-based facility. See concept of plan and alternative concept on page 43.	Parks Division	2nd phase – See Recommendation 4A

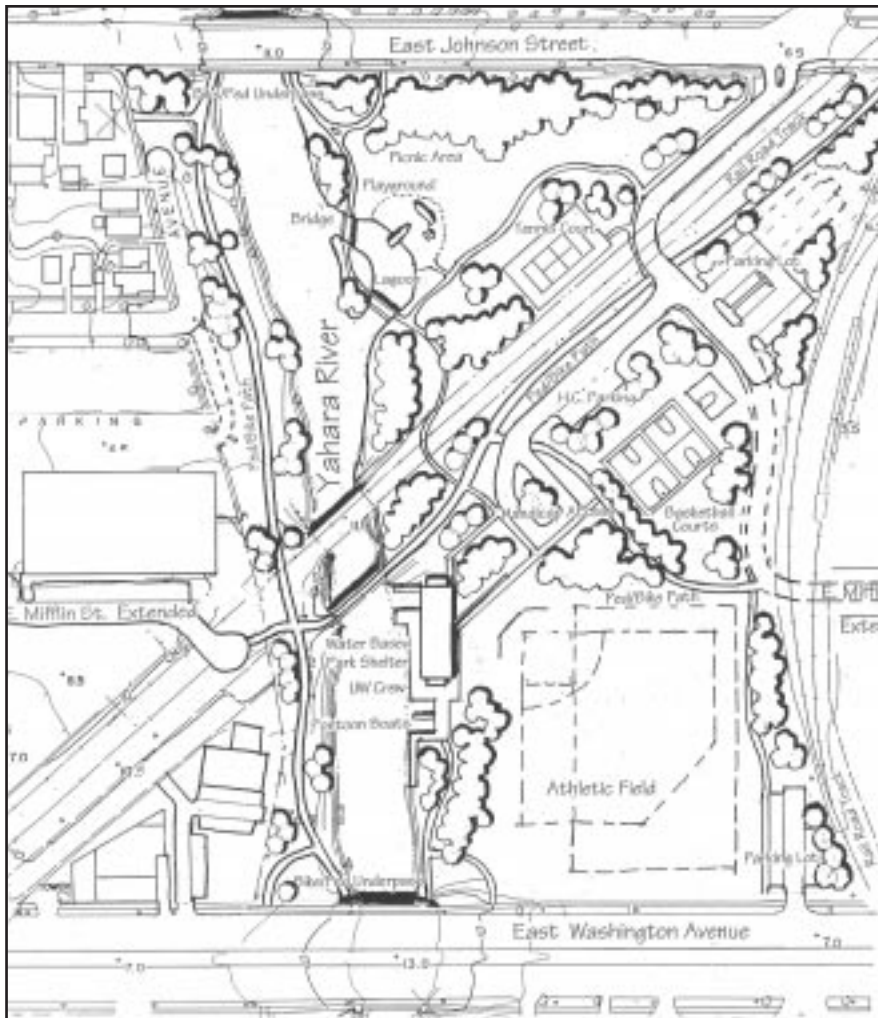
Boat-Launching Access. The YRP Committee recommends 1) that boat-launching access along the Yahara River be limited to non-motorized boats; and 2) that the location of non-motorized boat-launching access points be re-evaluated as part of the proposed comprehensive Burr Jones Area Redevelopment Plan.

Recommendation	Implementation	Phase Priority
K. Non-Motorized Boat Launch Access. The YRP Committee recommends that boat launch access to the Yahara River be exclusively for non-motorized boats.	Parks Division	2nd phase – See Recommendation 4A
L. Boat Launch Access Point(s). Re-evaluate the location of non-motorized boat-launching access points along the Yahara River as part of the proposed comprehensive Burr Jones Area Redevelopment Plan.	Parks Division	2nd phase – See Recommendation 4A

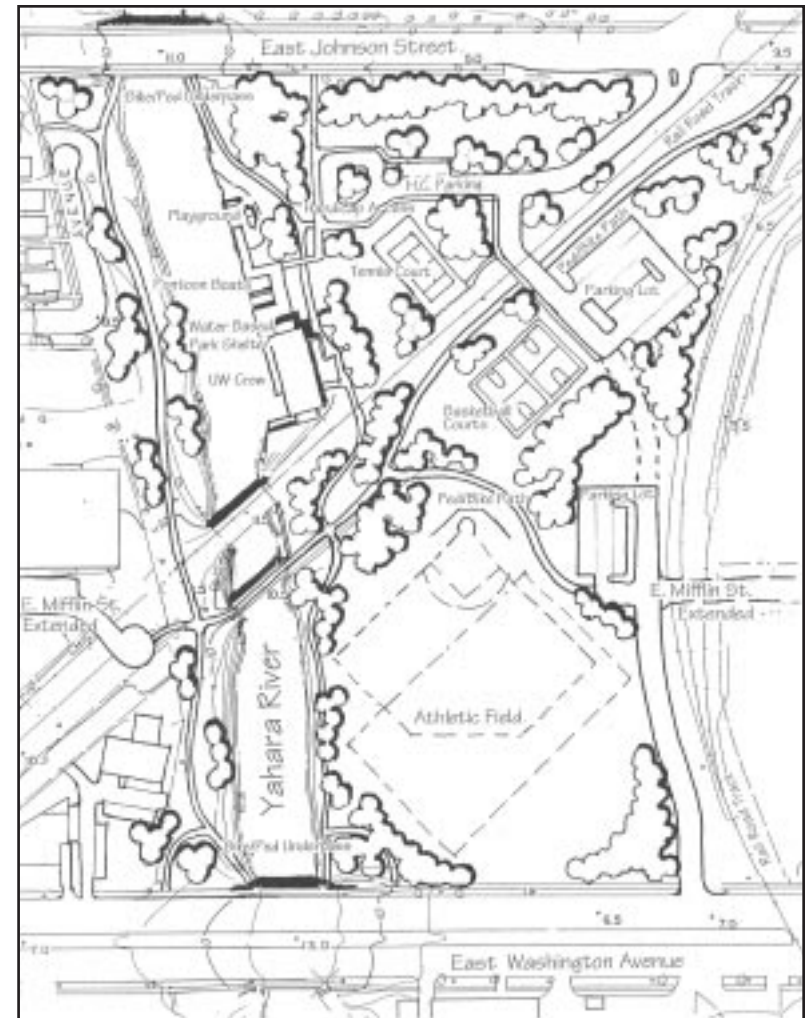
East Johnson Street Entrance. To improve park access and traffic circulation, the YRP Committee recommends a redesign of the East Johnson Street entrance to Burr Jones Field. Since the current entrance is directly across from Fordem Avenue, both entrance to and exit from Burr Jones Field is difficult due to traffic from Fordem Avenue. This situation could be improved if the entrance were relocated eastward to create a buffer zone between the entrance and the East Johnson/Fordem intersection. Another alternative is to incorporate this park entrance into the signalization at the East Johnson/Fordem intersection (see Recommendation F on page 40).

First Street/Mifflin Street Main Entrance. To improve park access and traffic circulation, the YRP Committee recommends the creation of a main entrance to Burr Jones Field by extending Mifflin Street southward across First Street, behind Fiore Shopping Center, across the railroad tracks, and into a proposed parking area at the northeastern corner of Burr Jones Field. This entrance would create direct access to Burr Jones Field and the Yahara River Parkway for Emerson East neighborhood residents and provide an alternative to heavy-traffic entrance points on East Johnson Street and East Washington Avenue.

Recommendation	Implementation	Phase Priority
<p>M. Traffic Engineering Study. Request that Traffic Engineering study the possibilities for improving access to an expanded Burr Jones Field.</p>	<p>CED Unit Planning Unit Traffic Engineering</p>	<p>3rd phase of when Fiore parcel is redeveloped.</p>
<p>N. Railroad Crossing Agreement. Establish a crossing agreement with the Railroad Company to enable safe crossing for the proposed entranceway.</p>	<p>CED Unit Planning Unit Traffic Engineering</p>	<p>2nd phase – seek access for a bike/pedestrian crossing 3rd phase – vehicular access</p>



Burr Jones General Concept Plan



Burr Jones General Alternative Concept Plan

(Features a water-based park shelter/boat house; athletic field for such uses as soccer, informal softball, ultimate frisbee, and other sports amenities; playgrounds; passive park space; and easier access to Burr Jones Park by the three adjacent neighborhoods.)

5. **East Riverside Foot Trail.** To increase access through the Yahara River Parkway and provide a slower-pace alternative to the proposed west riverside bike/pedestrian route, the YRP Committee proposes a low-impact, accessible, unpaved foot trail on the east side of the Yahara River extending from Lake Monona to Tenney Park. This foot trail would offer pedestrians the opportunity to enjoy the Yahara River Parkway at a leisurely pace while avoiding potential conflicts with faster-paced bicyclists, roller-bladers, and runners utilizing the west riverside bike/pedestrian route. There are also several points along the proposed foot trail that are ideal sites for educational amenities for pedestrians, such as informational signs describing environmental and historical aspects of the Parkway and adjacent sites. Presently, the east side of the river from Winnebago Street to Sherman Avenue is not accessible to people for several reasons: lack of a clear path, the land appears to be private property, the railroad tracks, and very importantly, lack of safe and convenient crossings for East Johnson Street and East Washington Avenue. A safe east riverside pedestrian foot trail is not feasible without safe crossing measures at East Johnson Street and East Washington Avenue, including underpasses and improved at-grade crossings (see specific recommendations on pages 30 and 31).



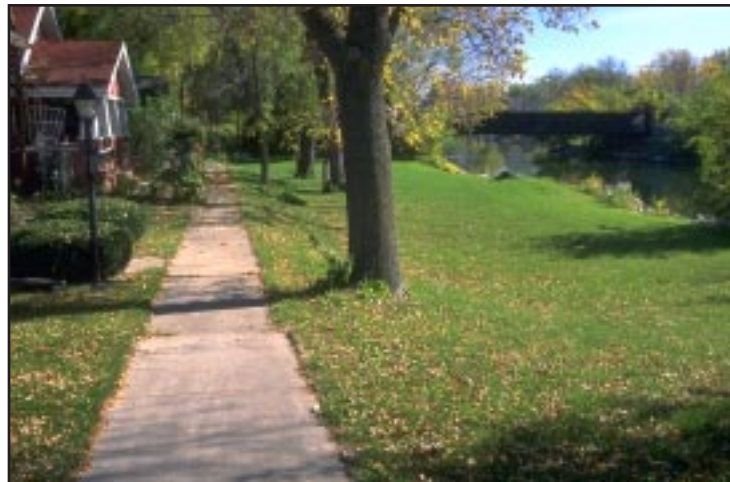
Original foot path on the east side of the Yahara River as planned by O.C. Simonds at the turn of the century

Access to Winnebago Parcels. A continuous, public, pedestrian foot trail on the east side of the Yahara River is not feasible without City easement or purchase of two privately-owned riverside parcels to the north of Winnebago Street and the railroad tracks. Old documents state that the land needed to complete the original 1906 plan was to be deeded to the City at the first sale of the land. That was not done. The portion of the land recommended for purchase has no structures on it.

Recommendation	Implementation	Phase Priority
A. Parcel Acquisition. Obtain easement of or purchase portion of parcels x and y on map z.	CED Unit Parks Division	1st phase in the 1998 budget

Footpath Implementation. As soon as purchase or easement of the Winnebago parcels is accomplished, implementation of a foot trail and landscaping should proceed from East Washington Avenue to Lake Monona and East Washington Avenue to Lake Mendota.

Recommendation	Implementation	Phase Priority
<p>B. Foot Trail Implementation. The low impact foot trail and landscaping should be developed and implemented at the same time in consultation with area residents and neighborhood associations. The trail will be approximately three to three and one-half feet wide with material (like cinder) to provide a dry and comfortable walking surface. The landscaping will be developed in the historic 'prairie spirit' of the original design.</p>	<p>Parks Division Engineering</p>	<p>Implementation of each phase will be determined at a later date.</p> <p>Winnebago to East Johnson East Johnson to Lake Mendota Rutledge to Lake Monona Rutledge to Winnebago</p>



6. Park Stewardship, Landscape, and Historic Preservation Planning. The YRP Committee feels that it is very important to follow through on O.C. Simonds' initial vision for the Yahara River Parkway and Tenney Park. At the heart of this vision is a planting and landscaping plan that emphasizes native plant species such as Viburnum, Hawthorne, Dogwood, and Elms. A comprehensive redevelopment plan for the Yahara River Parkway should utilize both Simonds' historic vision and plant species native to the Upper Midwest.

Park Stewardship. The long-term success of the Yahara River Parkway will depend on the stewardship provided by the neighborhoods and City parks. The first step is to enhance the resource value to the citizens by looking both backward and forward. The rich historical contexts which early residents enjoyed is the model for today's Master Plan, along with the modernization of the parts that deal with safety, new rules, and understandings.

Recommendation	Implementation	Phase Priority
<p>A. Undergrounding Power Lines. Request the PSC and MG&E run transmission lines and electrical lines underground with each park improvement.</p>	<p>MG&E Parks Division Engineering PSC</p>	<p>1st phase – Request MG&E and PSC to explore budgeting for undergrounding and relocation of substation off East Johnson Street</p> <p>2nd phase – Implementation</p>
<p>B. Landscape Restoration and Historic Preservation. Develop a comprehensive landscape restoration and historic preservation plan for the Yahara River Parkway, Tenney Park, and adjacent park lands.</p>	<p>Parks Division WisDOT Madison Trust for Historic Preservation Urban Open Space Foundation</p>	<p>2nd phase</p>
<p>C. Provide for Wildlife and Fish Enhancements. Consider native plants compatible with the historic landscaping plans that would enhance the wildlife habitat value of the parkway. Explore other devices to encourage the presence of wildlife habitat.</p>	<p>Parks Division DNR MMSD</p>	<p>2nd phase – The planning would be a part of 6B</p> <p>3rd phase – Implementation</p>

Park Stewardship (Continued).

Recommendation	Implementation	Phase Priority
<p>D. Public Art. Request CitiARTS to include the Yahara River Parkway as a place to add art to the parkway infrastructure and grounds.</p> <p>Explore having public artists derive their inspiration for a public work of art from the history of the Yahara River Parkway and input from people who live there.</p>	<p>Planning (CitiARTS)</p>	<p>Ongoing – Explore creating art enhancement project in all phases</p>
<p>E. Park Safety. Ensure the plan for the parkway follows design guidelines for crime prevention (refer to the <i>Tenney Park and the Yahara River Parkway</i> report by Lance Neckar).</p>	<p>Parks Division</p>	<p>Ongoing – Review as each part of Parkway is planned and implemented</p>
<p>F. Landscape Management Plan. It is essential to have a management plan for a restoration because it requires many years to complete the work and focus attention in special areas. The development of guidelines will provide a framework for managing a historic planting and will help the financially burdened Parks Division to make the best use of scarce dollars.</p>	<p>Parks Division Urban Open Space Foundation</p>	<p>Ongoing – Review as each part of Parkway is planned and implemented</p>

Park Stewardship (Continued).

Recommendation	Implementation	Phase Priority
<p>G. River Bank Management. River bank modification can provide a more diverse environment for both plant and aquatic life. Introducing a more diverse planting at the edge of the river will help enhance wildlife habitat and recreation/education opportunities, explore streambank bioengineering techniques to stabilize banks.</p>	<p>Parks Division DNR Urban Open Space Foundation</p>	<p>Ongoing</p>
<p>H. The Americans with Disabilities Act (ADA), a comprehensive law that took effect January 26, 1992, is aimed at protecting the rights of people with disabilities. In a park setting, the level of accessibility is divided into three levels: accessible, usable and difficult. The design paradigm used will aim to include people by making places and activities available to them. It will be important to integrate into the design elements the accessibility in keeping with the natural setting. For example, a row of boulders native to the area can be equal to fences or railings as a safety barrier. The Yahara River corridor is an ideal place to provide access to the natural environment.</p>		<p>Ongoing – Review as each part of Parkway is planned and implemented</p>

7. Educational Signage and Outdoor Educational Resource. The YRP Committee recommends working with the schools to create an educational outdoor lab, located in the vicinity of Marquette/O’Keeffe Middle School, that would explain specific plants, different types of birds, and what’s in the water. The Committee also recommends utilizing the Yahara River corridor as an educational resource to reveal the geological, Native American, and early settlers’ history, and the eco-system of the river corridor. A signage system would be used to guide and inform students and residents.

A public-private partnership should be formulated to synthesize an educational program promoting the environmental and historic significance of the Yahara River Parkway. Groups that can assist in the effort include the Urban Open Space Foundation and the Madison Trust for Historic Preservation. Target audiences should focus on the school populations of Marquette, Lapham, Lowell, O’Keeffe, and East High schools. Other projects could include demonstration projects, self-guided walking tours, work parties, environmental and historic markers/displays, and seasonal clean-ups.

The Marquette/O’Keeffe School Study Area can be a focus site because of its location on the Yahara River. In order to take advantage of this unique site next to the river, replace the risky rip raps with timber palisades, thereby allowing direct access to the water. This is necessary in terms of access and aiding in the educational activities that the school could sponsor.

Educational Amenities. The proposed pedestrian foot trail could be significantly enhanced by educational amenities (such as informational signs describing environmental and historical aspects of the Parkway and adjacent parcels as well as other appropriate amenities (such as benches).

Recommendation	Implementation	Phase Priority
<p>A. Restore and enhance the landscape and wildlife habitat to make the Parkway a beneficial teaching/educational resource. Explore planning and building the area to create additional diversity.</p>	<p>Parks Division Madison Trust for Historic Preservation MMSD Other Civic Groups and Educational Institutions</p>	<p>2nd phase – ongoing</p>
<p>B. Tenney Park and Yahara Parkway. Explore the possibility of installing an educational signage (geology, eco-system, Native American history, and early Madison history) throughout the Parkway and Park to create a self-guided tour and display in the Yahara River area. Develop a Walking Tour Brochure of the history, ecology, and amenities of the Parkway.</p>	<p>Parks Division Madison Trust for Historic Preservation MMSD Other Civic Groups and Educational Institutions</p>	<p>3rd phase</p>

8. Parkway Focal Points. Several sites along the proposed bike/pedestrian path and foot trail represent potential opportunities to enhance the Yahara River Parkway with site amenities such as artwork, benches, bike racks, picnic tables, drinking fountains, educational signage, and landscaping compatible with the Yahara River Parkway.



Tenney Park. Since the Yahara River Parkway and Tenney Park were both initially designed by O.C. Simonds in the early 1900s, a comprehensive redevelopment plan for the Yahara River Parkway should include plans for Tenney Park north of the lagoon. Primary concerns include providing parking space while retaining a park-like setting, increasing green space, and implementing a landscaping and historic preservation plan as part of a similar plan for the greater Yahara River Parkway.

Recommendation	Implementation	Phase Priority
<p>A. Parking Surface Alternatives. Explore how boat trailer/vehicular parking can remain in Tenney Park while retaining a park-like setting. For example, explore the feasibility of a grass paver system (concrete grid with openings for grass to grow through).</p>	<p>Parks Division Engineering</p>	<p>2nd phase</p>
<p>B. WPS Parking Lot Alternatives. Explore the potential for using WPS parking lot adjacent to Tenney Park (until site is redeveloped) for peak-use boat trailer parking as a shared use/lease arrangement. Develop a gated lot entrance and a well-defined area for boater parking.</p>	<p>CED Unit Parks Division WPS site owners</p>	<p>1st phase</p>
<p>C. Gravel Parking Lot. Replace existing gravel parking lot on west side of river off Sherman Avenue with a paved lot including curbs and appropriate signage.</p>	<p>Engineering Parks Division</p>	<p>2nd phase</p>

Tenney Park (continued).

Recommendation	Implementation	Phase Priority
<p>D. Thornton Avenue Alternatives. Eliminate the section of Thornton Avenue between East Johnson Street and the Tenney Park Shelter parking area to create more space for the proposed west riverside bike/pedestrian route. Resurface the remaining section of Thornton Avenue in the park (see page 36 for details).</p>	<p>Traffic Engineering Engineering Parks Division</p>	<p>1st phase is in the 1998 budget</p>
<p>E. Bike/Pedestrian Bridge. In the future, consider a bike/pedestrian bridge across the Yahara River near the existing Tenney Park shelter parking lot. Create a bike/pedestrian path along the rear of WPS property line to connect with Fordem Avenue.</p>	<p>Parks Division Traffic Engineering</p>	<p>3rd phase</p>
<p>F. Non-Motorized Boat Rack Storage. Investigate the possibility of aesthetic improvements to the non-motorized boat rack storage in Tenney Park.</p>	<p>Parks Division</p>	<p>2nd phase</p>
<p>G. Wheelchair-Accessible Fishing Area. Provide a wheelchair-accessible fishing area along the west side of the Yahara River.</p>	<p>Parks Division</p>	<p>2nd phase (see sketch on page 60)</p>

Yahara River Parkway/Isthmus Bike Path. The YRP Committee recommends the development of the Yahara River Parkway/Isthmus Bike Path intersection as a trail junction/rest area potentially including benches, a drinking fountain, a shaded area, a kiosk, a bike rack, a telephone, water access, and landscaping compatible with the Parkway.

Recommendation	Implementation	Phase Priority
<p>H. Concept Plan Development. Request that the Parks Division develop a concept plan for a trail junction/rest area at the Yahara River Parkway/Isthmus Bike Path intersection. The design concept should reflect the historic nature of the Parkway.</p>	<p>Parks Division Planning Unit</p>	<p>Phase 2</p>

Filene Park Special Feature. Filene Park represents a scenic site, overlooking Lake Mendota, for public artwork (such as a piece of sculpture), lighting, public furniture (such as a bench), and/or educational signage.

Recommendation	Implementation	Phase Priority
<p>I. Concept Plan. Request that the Parks Division consider development of a concept plan for Filene Park improvements. Consider a gazebo, public art, and improved lighting and landscaping.</p>	<p>Parks Division Neighborhood Ad Hoc Plan Group</p>	<p>Phase 3</p>

Marquette School Educational Area. Study area with trees, shrubs, and perennials and create easy access to the river.

Recommendation	Implementation	Phase Priority
<p>J. Concept Plan. Invite the participation of Marquette School staff, students, and parents in the preparation and implementation of an outdoor educational area in the Yahara River Parkway near the school.</p>	<p>Parks Division Marquette/O’Keeffe School</p>	<p>Phase 2</p>

Yahara Place Park.

Recommendation	Implementation	Phase Priority
K. Wheelchair-Accessible Fishing Pier. Locate on east side of river near Lake Monona.	Parks Division	2nd phase (see sketch on page 60)
L. Tenney Lock Navigational and Open/Close Lights. Upgrade the Tenney Lock open/close and navigational lights.	Parks Division Dane County Sheriff Public Works	2nd phase (see sketch on page 58)

